

Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2007 No. 121



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2006-2007

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CO-OPTED MEMBERS	Forbes Alexander; Paul Norton; Malcolm Barnsley; Norman Ward; and Maurice Wilkes

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Cover: Howard Pryor's old Mayflower photographed in its new home in Florida by its new owner Livingstone Treumann

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

**NOTICE OF
ANNUAL GENERAL MEETING
SUNDAY 25th MARCH 2007
ALUMWELL JUNIOR SCHOOL
PRIMLEY AVENUE, WALSALL WS2 9UP**

(The school is situated 400 yards from the M6 Motorway
Junction 10 roundabout — in the direction of Walsall)

AGENDA

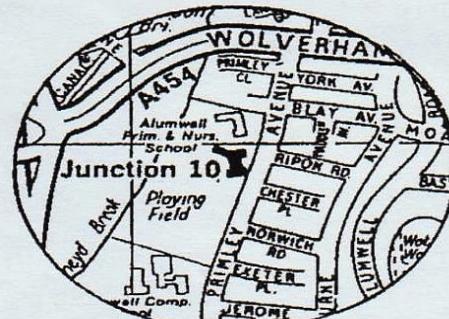
1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
 - Chairman
 - Membership Secretary
 - Treasurer
 - Spares Secretary
 - Editor
4. Election of Officers
5. Spares Secretaries Reports
6. Any other business

Notes:

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman

Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand. The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other Business. This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies, etc. If you come, try to bring details of your local events.



Editorial

WHAT A MIX of people we all are. Some just like to let the world go by without getting involved. Some like to roll up their sleeves, get stuck in and try to get something done.

Steve Coulman is well into the doing style. He sent out a little questionnaire asking for a bit of feedback on the club rally to approximately 150 of our members. How many did he get back? Unfortunately, just a handful.

Other people doing some doing recently are Adrian Williams, who with a bit of help from the above Steve C, managed to get his car featured in the "Driven" series in *Practical Classics* April 2007 edition. (How do these magazines get published and sold so far in advance of a real date I wonder.)

The article and photographs did our club proud and were very interesting. We also got a Mayflower photograph and an article published in the March *Classic Motor Monthly* (Autojumbler) magazine.

This time it was about the stand we had recently, together with the Triumph Roadster Club, at the Bateman's Triumph Show and Spares Day held at Stoneleigh in Warwickshire.

This was a centre piece article and featured a smiling Jim Poole, complete with flat cap, together with his Mayflower KWK 994, one of the nicest cars in the club.

These articles are testament to the efforts made by some of our members to keep our car in the public eye.

Now then folks, the usual plea — do a bit yourself, even if only to send us a photo and a few words about your car, your restoration project, your views. It all helps to make our magazine.

Copy dates

Copy deadlines for the future issues are: June 5; September 1; and December 1. All correspondence should be sent to Phil Benson or e-mailed to Phil or John Gogay, details are on the inside front page.



Another photograph of Livingstone Truemann's car (ex Howard Pryor's) passing Sea World in Orlando, Florida

Chairman's report

by Peter Benfield

MOST PEOPLE would agree that we are coming to the end of a remarkably mild winter which has enabled many classic car owners to keep their vehicles in roadworthy condition.

A few good runs in mid winter certainly helps to blow the cobwebs away and helps to highlight any problems if your MoT happens to fall at the beginning of summer.

Thanks to all members who completed the Questionnaire included in the last edition of *Flower Power*. Just over 20 replies were received, at first glance a rather disappointing response but I understand anything above 17 per cent is considered by independent researchers to be an acceptable response.

The information supplied will be analysed by an independent assessor and his conclusions will be put before the committee at the AGM.

This meeting on March 25 will decide the format of our future annual rallies and any further input from club members would be appreciated.

Personal attendance would of course be preferable with no pressure applied on anyone to be more involved with the club than they wish to.

I think most clubs are finding it a difficult task to recruit younger members and with our small membership a heavy burden is placed on the few people willing to play an active part.

Hopefull

Let us hope that somehow we manage to survive as a small independent club, retaining our own particular brand of family atmosphere. We would otherwise be showing ingratitude to the founder members and those who have followed in their footsteps.

RIPON OLD CARS

present their

13th CLASSIC CAR GATHERING

plus

FAMILY FUN DAY & AUTOJUMBLE

to be held at Ripon Race Course on

SUNDAY 29th JULY 2007

Gates open at 10.00 am - All proceeds to Yorkshire Air Ambulance

Agenda for the AGM

Alumwell Junior School, Primley Avenue, Walsall WS2 9UP on Sunday March 25 2007

1. Apologies for absence.
2. Minutes of the last AGM and matters arising.
3. Reports from: Chairman; Membership Secretary; Treasurer; New Spares Secretary; Secondhand Spares Secretary; Editor; Regalia Secretary; and Rally Secretary.
4. Election of Officers.
5. Rally discussion for 2007; (a) Results of questionnaire and conclusions; (b) Motions to be put forward and voted on: i) Phil Benson; ii) Peter Benson; and iii) any other. A time limit of 15 minutes has been suggested for each proposal.
6. Any other business.

The following are the two proposals put forward by Phil Benson and Peter Benfield.

Proposal 1:

The club wishes to implement the following system in late afternoon to finalise a more relaxed, friendly and less competitive atmosphere, leading up to the presentation.

1) Retain the Chairman's Cup presented at the discretion of the Chairman.

2) Retain the Long Distance Award.

3) To appoint an independent observer to choose at his/her discretion either two or three cars he considers the most "interesting". Duties would be to view the vehicles, renovation, etc, which might not otherwise come to light. These chosen cars with their owners to be drawn up in front of the presentation area and a brief reason to be given as to why the car has been chosen — possibly in conversation with the owner.

As a finale each driver present to be presented with some appropriate token and a personal thank you from the Chairman for their presence in contributing to the success of the rally.

Proposal 2:

The club intends to maintain a system of judging cars in order to recognise and reflect the quality of vehicles within the club as represented by those attending the Annual Rally.

This is in the interest of maintaining the level of expertise within the club committee members who are currently recognised by the insurance industry as being able to provide guideline insurance valuations to members insuring their cars.

This club wishes to continue to be able to influence the magazines showing car valuations in order to keep these realistic and in line with members own experiences.

This club intends to judge and identify all cars attending the rally as "Gold", "Silver Gilt", "Silver" or "Bronze" with one car being picked as "Best in Rally for (whichever year)".

The judging method is to be left entirely to the discretion of the club's Rally Secretary who can either appoint such judges as he/she seems fit or can elect to issue "judging forms" to all members attending and ask them to complete them on the day.

Prizes are to be given at the discretion of the Rally Secretary who shall agree a budget at the AGM each year. Token prizes may be given to all members attending; to individual cars attaining a certain level; to members and others giving exceptional service to the club; or to visitors.

The giving of prizes is to be at the discretion of the Rally Secretary and the Committee in line with the budget agreed at the previous AGM.

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John O'Groats to Lands End Mayflower endurance run

June 18 to June 24 2007

STEVEN COULMAN, our Club Historian, is to endeavour to complete a run from John O'Groats to Lands End in his Triumph Mayflower. This will include a stop over at the Annual Rally at Hatton Country World in Warwick. The schedule is included here so that any members who would like to support him. Good luck Steve, we look forward to reading about your experiences.

DAY ONE — MONDAY 18th JUNE 2007

PLACE	MILES	TIME	ROAD	COMMENTS	DEPART/ ARRIVE
Messingham			A159	Corrington — leaded petrol	
Thome			A18/A614		06:00 hrs
Selby			A19		
York			A19		
Thirsk			A168		
Northallerton			A167	Bedale — leaded petrol	
Darlington			A68		
Consett			A68		
Jedburgh			A68		
Galashiels			A6091/A7		
Dalkeith			A7/A720		
Edinburgh			A90/B981		
Inverness	410 mls	15 hrs	A9	Travelodge	21:00 hrs

DAY TWO — TUESDAY 19th JUNE 2007

Inverness			A9	07:00 hrs
Helmsdale			A9	
Wick			A9	
John O'Groats	120 mls	4 hrs	A99	11:00 hrs
			PHOTOS ETC	
John O'Groats			A99	12:00 hrs
Wick			A9	
Helmsdale			A9	
Inverness			A9	
Perth			A9	
Dunfermline	272 mls	7 hrs	A912/B996	Travelodge
				19:00 hrs

DAY THREE — WEDNESDAY 20th JUNE 2007

Dunferline			A90/A720	09:00 hrs
Dalkeith			A7	
Galashiels			A7	
Carlisle			A6	Dalston — leaded petrol
Penrith			A6	
Wigan			A49	Mayflower Brewery/Royal Oak
Haydock	230 mls	8 hrs	A49/A580	Travelodge
				17:00 hrs

FLOWER POWER

DAY FOUR — THURSDAY 21st JUNE 2007

Haydock		A49		06:00 hrs
Warrington		A49		
Shrewsbury		A49		
Leominster		A49		
Monmouth		A49/A466		
Bristol		A403/A4		
Bridgewater		A38	Wembdon — leaded petrol	
Tiverton		A38/A361		
Crediton		A396/A3072		
Okehampton		A3072/A386		
Lands End	410 mls	14 hrs	A30	20:00 hrs
			PHOTOS ETC	
Lands End			A30/A39	21:00
Ilfracombe	130 mls	4 hrs	A361	Branksome 01:00 hrs

DAY FIVE — SUNDAY 24th JUNE 2007

PLACE	MILES	TIME	ROAD	COMMENTS	DEPART/ ARRIVE
Ilfracombe			A361	Branksome	05:00 hrs
Tiverton			A361		
Bridgewater			A38	Wemdon — leaded petrol	
Bristol			A38		
Gloucester			A38		
Cheltenham			A40		
Evesham			A46		
Stratford-Avon			A46/B439		
Hatton/Warwick	200 mls	6.25 hrs	A439/A46	Henley in Arden — leaded petrol	11:15 hrs

TRIUMPH MAYFLOWER CLUB ANNUAL RALLY

Hatton/Warwick		A439/A46	17:00 hrs
Royal L Spa		A445	
Rugby		A445/A45	
Leicester		A426	
Newark		A46	
Gainsborough		A1133/A156	Corrington — leaded petrol
Messingham	112 mls	3.50 hrs	A159
Total miles	Total time		Average 377 miles per day
1,884	61¾ hours		Average 12 hours per day

All mileage and times are best approximations based upon continuous driving at an average Speed of 30 mph — as per 903 mile run over two days in June 2006

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Autojumbling just got a lot easier

Ebay — where else can you find bargains like these and have them delivered to your own front door.

I have just been lucky enough to find and buy a full set of four 1951 car repair manuals - by George Newnes. I managed to get them off Ebay for the start bid price of £5.99 plus £4.50 postage.

The chap selling them told me that his dad bought them new in 1951 to repair his Jowett Javelin and they had been in the house ever since. I also recently got a 1951-52 AA Handbook for under £8 including postage.

What have you managed to find recently?

Phil Benson (490)

PS — Do not let the wife see you buying "all this clutter" — they do nag so.

Hello from Vancouver

Hello to all in jolly old,

I am writing from Vancouver, BC, Canada, where a 1952 Mayflower has been recently purchased by us. This car was sitting atop a pallet with various car paints and primers for appropriately eight years (see photo).

We (that would be the royal we — being Larry) are beginning the restoration journey and will require parts. We are hoping that your club will be able to provide us with who to contact to purchase these parts. Would love to hear from someone.

Linda Spouler

Linda and Larry are now members so, hopefully, in the near future we can see some more pictures and stories regarding their restoration project — Ed



Different sort of paint job!!

Loft clearance

Dear Phil,

Over the Christmas period Alice (my wife) and myself decided that after 30 years it was time we cleared out the roof space in our home. A task I must admit whilst showing my was, and is, still on going. However, during rummaging through some old magazines I came across two pages in two copies of *Popular Classics* dated July 1991 and October 1991.

I have had both pages photocopied but have sent you the original of the rally photo as it is better than the copy.

The photo of the finishing shop was unfortunately spread across two pages in the magazine hence the line down the centre.

If you do use them in *Flower Power* I am sure the rally picture will bring back memories of the long-standing members.

In closing I would, on behalf of Alice and myself, like you to know how much we appreciate all the hard work all the committee do to make the club the success it is.

Having served in the Grenadier Guards and being social secretary of the Gloucestershire branch of the GG Association I know first hand the amount of work it takes to be successful.

A. E. Holford (965)
Gloucester

I hope the reproduction of the photograph did not suffer too much, I tried to get the fold in line with ours — Ed

On the razoredge

TWO clubs catering for rare Triumphs held a successful rally recently.

The event at Stanford Hall, Leics, attracted more than 20 Triumph Renowns and a dozen Mayflowers, including a replica of the ten or so factory built convertibles, none of which is believed to have survived.

Organisers were the Triumph Razoredge Owners Club and the Triumph Mayflower Club. TROC concours winner was David Wickens' metallic blue Renown.



Sharp-looking Triumphs still prove popular



*The Standard-Triumph fi
and (top) a Triumph Renown at the*

Exhausting . . .

Dear Phil,

I read your article about exhausts in the last magazine (Winter Issue, No. 120). You should have mentioned to me at the rally that you were thinking of getting a new exhaust. I used a company down in the West Country called Road Runner Exhausts at 23 Courtnay Road,

St Thomas, Exeter EX2 8JX and they supplied me with a smashing exhaust in mild steel.

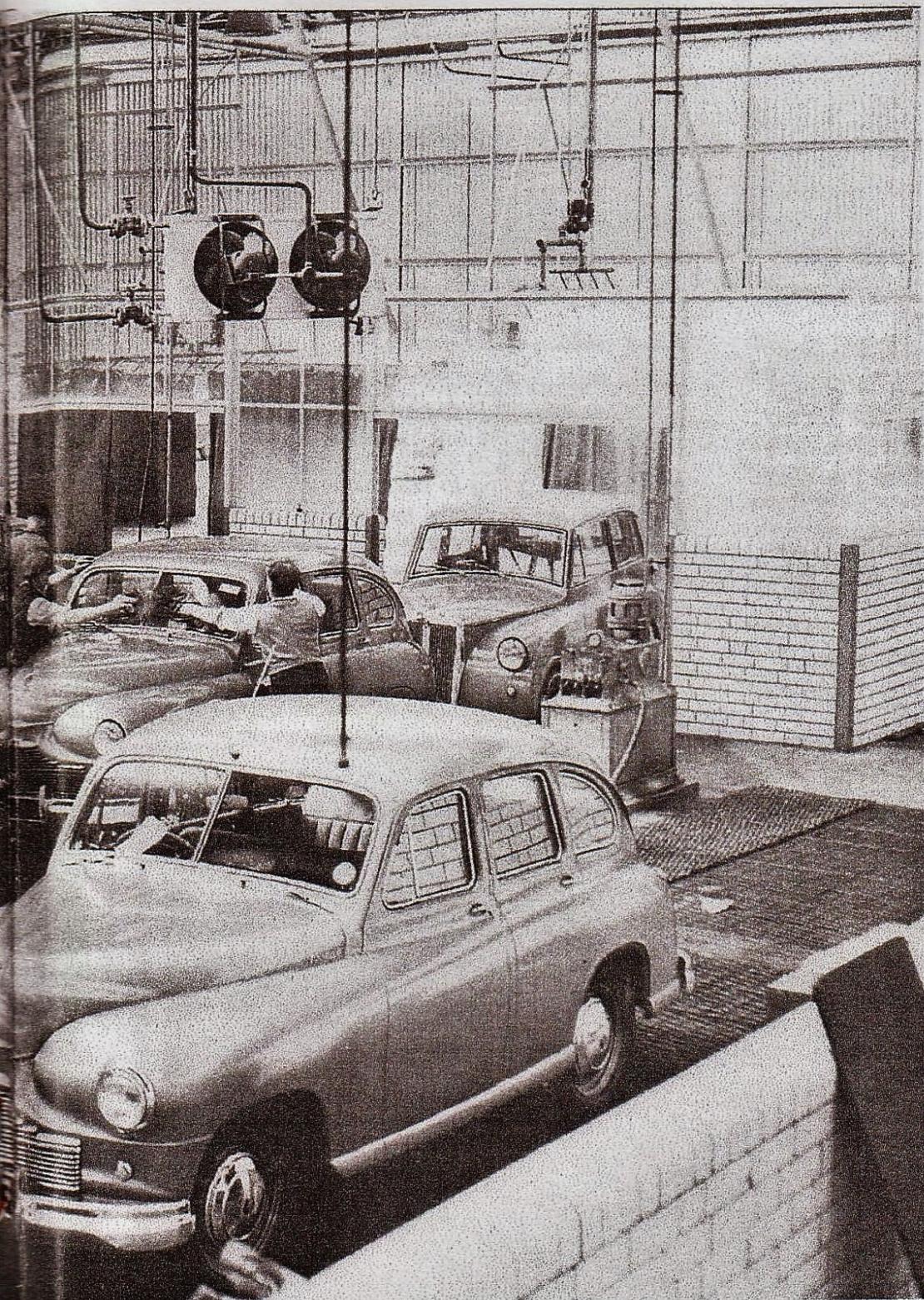
They do not tend to boom quite as much as the stainless steel ones and are not out of character on a car such as ours as they are not too bright and shiny.

The part number is a TH047 and I paid £116.94 for mine about a year or so ago. I think that is pretty good value for a complete system these days.

Best wishes

Jim Poole (743)

Buckby Wharf, Northants



shing shop in the early 1950s
combined rally at Stanford Hall in 1991

Tailpipe

Fred Newman had a mild steel system fitted at his local Kwik-Fit in Kent and although it took a few days for them to get it in he was pleased with it and they fitted it in less than 40 minutes and only charged about £150 plus VAT.

Might be worth the extra to save a dirty day under the car — Ed.

WANTED

*Contributions
for Flower Power
No. 122*

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles,
etc

*Send to:
Phil Benson or John Gogay
by post or E-mail*

Redhill Steam Rally

by Dave Stafford

THE DAY dawned nice warm and sunny, ha ha. Who am I trying to kid? It was a cloudy, wet, soggy day and the best place for me was in my bed. However, as I had promised to take my friend Geoff out in my Mayflower, Mo, I duly got up, made breakfast and set out at some ungodly hour. I found all the roads deserted so made my way to Croydon faster than I have ever done before.

I, or should I say we, set off debating what kind of day it was going to be. The rain had stopped for now so I did not have to use my wipers too much, as I use Rainex or whatever it's called.

We took the shortcut through the quaint village of Godstone and arrived in very good time at Robbins Cook Farm, Redhill.

Redhill Steam as it is now called was starting to fill up with people, despite the inclement weather. We parked up on a hillside facing down towards the show and decided to go for a short walk around the fields before the next rains came.

We had left the car and walked down towards the main arena and had a good look



Geoff and Phil with JBD on one of her last outings

around before the crowds arrived, hmmm. Well before anyone else arrived anyway.

After chatting to some people who seemed as they were going to stay for a week the way they had set up there tanks, half tracks and tents, we slowly made our way back to where we had left our Mo.





The line up of cars at the Redhill Steam Rally

We spotted another Mayflower parked just behind us and I already knew it was Phil Benson whom I had arranged to meet earlier the week before. After all the introductions we decided that I should move and put our cars next to each other.

We then put up our little tent and decided to have tea and something to eat [nosh up] as the kettle boiled, it must have been some sort of signal for the sky's to open up and the first of many big downpours of the day. However, nothing could dampen our enthusiasm for the

day, as hopefully the photos of Phil's and our car will show.

This being the second show after a break of many years the number of cars now arriving began to grow and despite the miserable weather a fair amount of people turned up and we managed to see the "Great Kondini", the human pin cushion, a great side show. The "wall of death" was also there, sad to say I never went to see it.

Expectations for 2007 are certainly now growing.

Harry Webster, CBE

I'm sure that many of the Mayflower owners out there are familiar with the name of Harry Webster, CBE, who died recently at home in Kenilworth, Warwickshire, not too far away from the sites of the Coventry factories of Standard Triumph he worked at. Along with Sir John Black and Walter Belgrave, Harry was a legend at Standard Triumph. Put simply he was a motor engineer who worked his way up from being an engineering apprentice with Standard to being Team Leader in the Design and Engineering department, then via Management appointments to being a main board director and along the way influencing to some degree virtually every Standard Triumph model produced between about 1945 and 1970. One of these, the Mayflower, was probably designed while he was the Chief Chassis Engineer at Standard Triumph and I'm sure he played a major part in the design of the independent suspension at the front that carried through from the Mayflower into the TR2, TR3 and just about every other TR sports car. Indeed it was those sports cars and their wonderful sporting achievements (and this in turn generated sales) which gave Harry greatness. There are very few Mayflower giants left. Harry was one of the last of the greats directly connected with our car. Most of the classic car magazines coming out this month carry a piece on Harry. They nearly all mention his modesty and the warmth and respect his colleagues had for him.

The best car in the world

by Eddie Copson

NOW THAT I'm pushing the years on, I make regular visits to the local sports centre where I participate in a little table tennis, badminton bowls, etc.

I had an interesting conversation with one of my fellow members, Ray Meredith, I happened to mention I

owned a Triumph Mayflower. "Of course I remember them," he said, "in fact when I was serving in the 1st Parachute Regiment in Cyprus a corporal, whose name I can't remember now, saved all his money in order to buy a car when he was demobbed in 1957. I remember he bought a Triumph Mayflower from the Lord Mayor of Aldershot."

Ray also went on to say "Have you had a chat to my wife Margaret? Her dad, before he died was a panel beater at Fisher and Ludlow, just go over and ask her what her dad did for a living and see what she says."

This of course I did and duly asked the question, "Where did your dad work?"

Fisher and Ludlow

The answer came back without any prompting. "He was a panel beater and worked on the first Triumph Mayflower at Fisher and Ludlow."

It turned out her dad was Ben Shenton, a sergeant in the Chindits during the war and afterwards went to work for a short time at Mulliners of Bordesley Green in Birmingham and later moved to Fisher and Ludlow in Castle Bromwich, Birmingham.

Margaret said he used to bore the pants off everyone talking about what he seriously considered to be the "best car in the world" and was proud to work on them.

Mulliners, I was told by one of the ex workers there, used to fit the trim into the Mayflower and we know from the club historians notes that



My car outside the site where it all began

from an interview with Walter Belgrave (then chief stylist and body engineer at Standard Triumph) that the Mayflower was engineered by his department and manufactured at Castle Bromwich in Birmingham.

All this has got me thinking that maybe Mayflower owners do not realise that the Fisher and Ludlow site in Castle Bromwich, Birmingham, is in fact now the Jaguar site where the 'S' Type is produced.

But during the Second World War was owned by Vickers and was the largest factory building Spitfires and Lancaster bombers. These Spitfires were built, pushed over the main road onto Castle Bromwich Aerodrome where they were flight tested prior to service

Many were tested by Chief Test Pilot, Alex Henshaw, MBE, famous for his record breaking solo flight to Cape Town in 1939 and infamous for his inverted flight along Broad Street in the centre of Birmingham whilst raising money for the Mayor's Spitfire appeal. He was arrested on landing but never charged, but that's another story.

As I understand it, the Mulliners factory is no longer used in car production of any sort but is still standing.

I can remember as a 17-year-old trying to get a job there because it was recognised as being one of the best paying companies in Birmingham at the end of the 1960s as they paid 'Coventry Rates' but no luck, it was in the days when you needed to know someone there.

Have I paid?

Hi,

The printing on my copy of the Winter issue of *Flower Power* was not very clear but it may be that my subscription has lapsed.

Could you advise please and also advise how much I owe and where I should send the cheque.

I attach a photo of my car it having recently been 'sand' blasted and primed prior to a restoration.

*Many thanks, John Leslie
New Zealand*



Mayflower

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The Spares Secretary

E-mail: jgogay@aol.com



TRIUMPH MAYFLOWER CLUB

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Hello all Mayflowers, it's rally time

**Update on the Annual Club Rally June 24 2007 by
Eddie Copson, Rally Secretary**

HELLO AGAIN folks it's your Rally Secretary reporting on the progress of this years rally.

As stated in the last *Flower Power* the rally will be held at Hatton Country World, which is situated in a beautiful part of the country in Hatton, Warwick. I don't wish to repeat everything I wrote in the last *Flower Power* but I will point out there is lots to do for all the family at this venue with shops, animals and play area for children whilst still having a peaceful area for our rally.

The rally will be preceded by a evening meal on Saturday June 23 at the Honiley Court Hotel. The meal is priced at just £20.00 per head, which consists of the following choices:

Starter: 1) Leek and potato soup with wholemeal croutons; 2) Smooth Brussels pate with crisp leaves, orchard chutney and melba toast; 3) Duo of melon served with raspberry coulis.

Main course: 1) Roast topside of beef with Yorkshire pudding and red wine sauce; 2) Chicken supreme with bacon in an asparagus sauce; 3) baked salmon served with a lemon and tarragon butter; 4) Goats cheese and roasted red onion tart served with baby leaves and a Balsamic dressing.

Sweet: 1) Chantilly filled profiteroles with a bitter chocolate sauce; 2) raspberry crème brulee with Amoretti biscuits; 3) lemon cheese cake with a vanilla sauce; together with freshly brewed coffee with mints.

Anyone wishing to book in for this meal should do so through me and no one else my details are in the front of this magazine. A cheque for the correct amount should be sent to me made payable to The Triumph Mayflower Club.

It would be helpful if members were to make their choices at the same time as sending me the cheque. I will confirm all bookings made. Please remember we are sharing the venue with our colleagues from the Triumph Roadster Club so early booking is advised to avoid disappointment as there is a limit on places

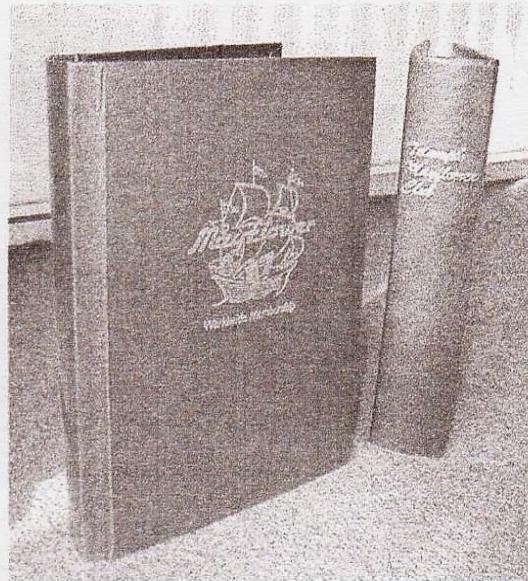
Anyone wishing to stay the Saturday night at Honiley Court Hotel should book direct with the hotel quoting "Early Triumph Club", their number is 0870 609 6142.

Hotel charges are: Bed and breakfast, £75.00 per double room; Bed £55.00 per double room (no breakfast).

The hotel is holding a number of rooms for us but will let them go if they are not booked by May 20, 2007.

I will publish a map in the next issue of *Flower Power* for your guidance. Most important please make all the effort worthwhile by attending the rally if possible.

FLOWER POWER MAGAZINE BINDERS



Holds 3 years worth of magazines

Available from:
Fred Newman, Pippbrook
Pope House Lane, Ashford Road
St Michaels, Tenterden, Kent TN30 6SS
Tel: 01580 765951

Transferring a number plate

by Phil Benson

I DECIDED THAT I would split the registration number from JBD 807 and sell it separately. The main thinking behind this was that the number is worth maybe four times more than the car and people interested in the car would not want to pay way over £2,000 or anywhere near that sort of price for the car just because it is still with the original number.

My worry was that if I sold the car cheap, not including the value of the registration number, someone, somewhere along the way might buy the car to get hold of the number then scrap and crush the car.

Separating the two gets me the best deal going and makes sure the buyer of the car is only interested in the car. Hope that all makes sense.

Now to the nitty gritty of how to split them off legally. First of all you have to have the car taxed and MoT tested and it must be fully registered, with you as the named keeper of the vehicle on the DVLA computer and it must be on a V5 registration document.

The number must be the original vehicle number and be able to be transferred away from the vehicle on to another vehicle or on to a certificate of retention. I decided to put JBD 807 on to retention.

First I had to contact the DVLA local office and get hold of a cherished number pack and a historic vehicle registration pack. The first comes complete with booklet INF46 "Registration Numbers and You" and the second with booklet V100 "Registering and Licensing Your Motor Vehicle".

Several readings of these are essential as there is lots to understand. Eventually I worked out that I needed to fill in form V778/1 "Application to Retain a Vehicle Registration Number" and also I had to send in my form V5C Registration document and my current MOT certificate and a cheque for £105 being £80 for transferring the registration off the car and £25 to retain it. (If I do not sell the registration number or put it on another vehicle within 12 months I have to renew the retention each year at a further £25 a year or lose it...)

I completed my forms on January 14 and posted them off to my local office in Brighton the next day. I got an acknowledgement within about a week and was advised that I had to take the car to the office in Brighton to be inspected on Wednesday, February 7 at 10.20 am.

The Sunday before we went down to do a recce and make sure I knew exactly where I would be going. It turned out to be a service road behind the DVLA offices near Brighton railway station quite close to the centre of the city.

The day turned out to be very cold and frosty with a bright blue sky. Brighton is about 24 miles from my home and I had decided to leave at 8.45 to miss the rush hour traffic. In the event I went out to the car about half past eight.

Flat battery

She is normally kept in the car port under a tarpaulin, as my restoration project Mayflower has the garage at present, as it has for the last several years! Although I had checked the battery was fully charged up only the previous weekend, on the day it was fairly flat, the cold having got at her. I had a spare battery, bought very recently for my restoration car and that was fully charged so out came the trusty jump leads and eventually we coaxed her into life.

I set off a bit later than intended a little after nine and had a super run down arriving a little early. The DVLA man was waiting for me in the service road in a yellow high visibility jacket, he had a quick look at the car chassis details and registration plates, copied them down on his form on his clipboard and then said "thanks very much".

The next 10 minutes we chatted about my car running a bit fast as I still had a touch of choke out to make sure I did not stall anywhere with my still dodgy battery maybe. He told me he had several Ford Anglias of various types and then I was off on my way back.

A few days later I received a replacement MoT and tax disc and certificate of retention of JBD and notification of a new registration number for the car, 740 XUA, along with a certificate to enable me to get new number plates made up. I did not use that as I made up

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my own by repainting an old one for the front and making up a new one from a piece of aluminium sheet for the rear one. There was also an envelope in which I had to return the old tax disc, which I did the next day.

I am now awaiting the new V5C for 740 XUA and when I get that I shall be able to sell the car legally. I have been made an offer for her from Ian Ritchie who lives up in Eye near Ipswich in Suffolk which I believe is a small market town in 'Constable' country — very rural. I shall be driving her up there as soon as the V5C appears. Ian is hoping to both use her and do a running restoration to her. He has a Morris 1000 Traveller that he is currently restoring and that will be his main car along with my old Mayflower.

I am sad to see her go but I know I have not got the time to look after two Mayflowers as well as hold down a full time job and still have time left to be with my family. That's really why she has gone downhill over the last few years. I am hoping that it will also be the spur to me to finish the restoration of NTA 178 so that once again I have a Mayflower on the road and usable. I will keep you informed of progress.

Flower Man tips . . .

I spent ages during last summer trying to find and purchase a tap for cleaning out the corroded spark plug threads 14mm x 1.25 pitch. I located one eventually at the modest price of £5.00, only to find Machine Mart who have stores all over the country sell a spark plug thread chaser at £4.69. Catalogue request line: 0845 450 1855.

Can anyone tell me the correct connection for the coil if the battery is wired up negative earth?

As far as I know it will be neg to points if you have reversed the polarity of the car. The coil will work both ways but not as efficiently so using the existing coil, reverse the connections or replace it with a new one with + or - on it should cost about £15 and well worth it.

Brooklands visit

by Dave Stafford

I AWOKE AT 7.50 am all refreshed after a hard nights work, trying to sleep. Had a nice breakfast and was all set to go to my first show of the year down in dark Surrey.

The home of speed and avionics — Brooklands. I left home at around 10.55 and headed for Epsom, Chessington, Oxshott, and was soon driving down the A3 and the A 245 towards Weybridge, Surrey.

As I drove into Brooklands I was amazed to see hundreds of like minded people, however the style of cars were more the 'sports car' fraternity. Although I did see some saloons — there were a lot of Bentleys, Rolls, Morris 1000s, and one lonely Mayflower!

I had not realised the extensive collection of old cars, vans, motor bikes, cycles of all descriptions, racing cars, 'Bluebird' (the electric one), the collection is vast and not only that they have a Concorde there as well as lots of other planes which you can get on and perhaps sit in the cockpit.

I got on one and did not realise it was the royal plane itself. His Majesty the Sultan of Oman no less, what luxury, I was almost tempted to make him an offer 'he couldn't refuse' there and then.

As I walked around I found the old banked race track, where many of the speed records were set in the 1930s. I can imagine now the safety element was not even considered in those far off days, no seat belts, open cockpit, a lot of people would crash and land up in the local hospital.

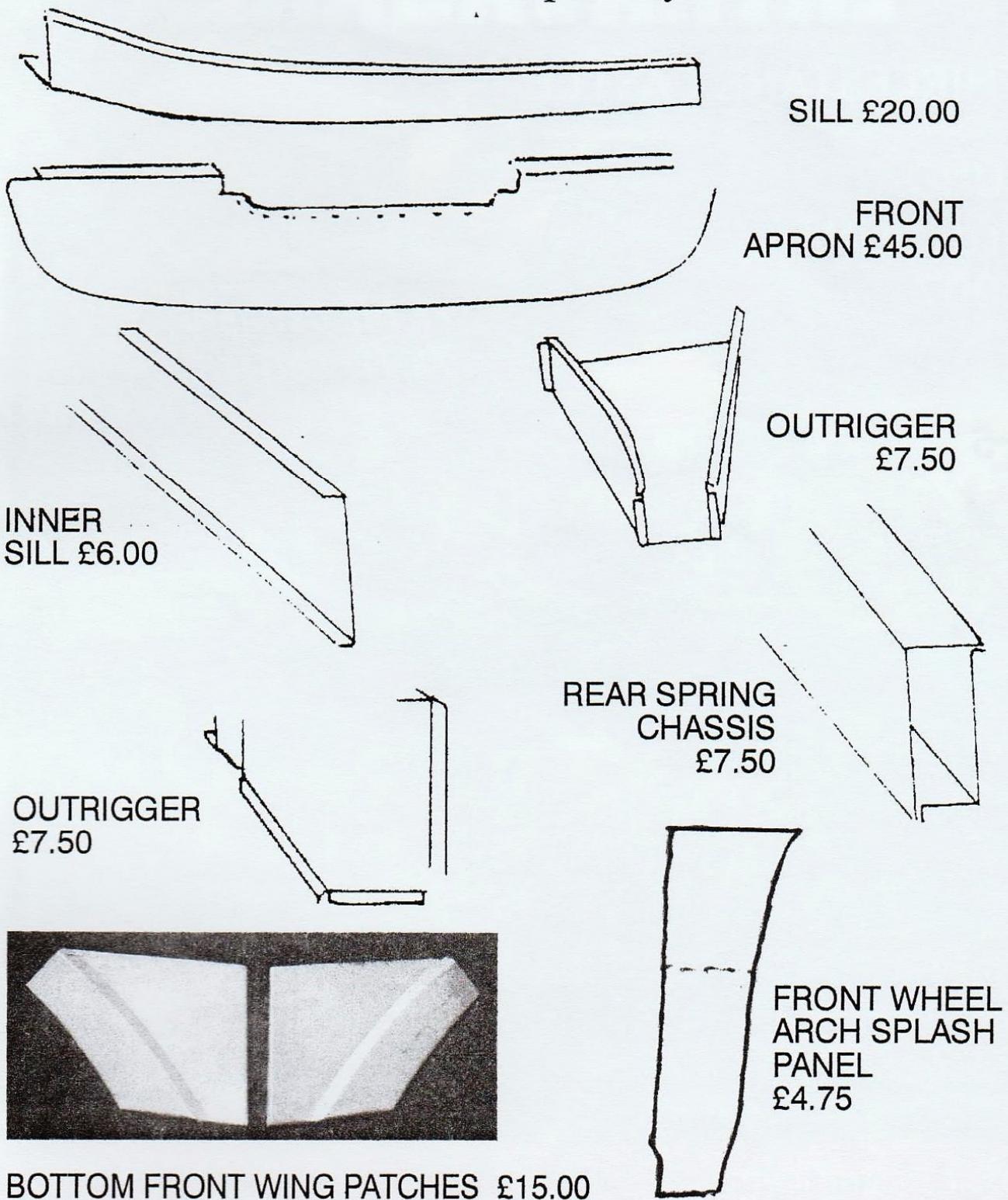
If you like speed, if you like history, if you want a goods days outing, then this is certainly a place for you to visit.

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